

**SIX DOLLARS
PER QUARTER**

Mails.

**OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO
 JAPAN, THE UNITED STATES,
 MEXICO,
 CENTRAL AND SOUTH AMERICA, AND
 EUROPE;
 VIA
 THE OVERLAND RAILWAYS,
 AND
 ATLANTIC AND OTHER CONNECTING
 STEAMERS.

"ARABIC"
will be despatched for San Francisco, *via*
Yokohama, on THURSDAY, the 27th instant,
at THREE P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
ALL PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....	\$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of ten per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent

**CANADIAN PACIFIC STEAMSHIP
COMPANY.**

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA**

**THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.**

3,616 Tons Register. Taylor, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, CALIF., FOR THE

To be followed by the S.S. "ABYSSINIA" on the 6th October.

Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

First-class Fares granted as follows :—
To Vancouver and Victoria... (Mex.) \$160.00

To San Francisco.....	175.00
To all Common Points in Canada and the United States.....	230.06
To Liverpool.....	300.00
To London.....	305.00

10 other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 26th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the same day.

For information as to Passage or Freight apply to
ADAMSON, BELL & Co.,
Agents.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ
PORT SAID, BRINDISI, GENOA.

ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON

**BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.**

THE COMPANY'S STEAMERS WILL CALL AT

**SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.**

N.B.—Cargo can be taken on through Billings of London for the shortest passage.

ON THURSDAY, the 27th day of September, 1888, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain H. Bodeker,

with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon.

Cargo and Specie will be received on board until

1 p.m., and Parcels until 3 p.m., on the 26th of September, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required. The Steamer has splendid accommodation and

carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.
Agents.
Hongkong, 1st September, 1885.

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S
FLOWER AND VEGETABLE SEEDS
ARE NOW READY.
Flower Parcels of 50 Packets, price, \$10.00
of 20 " " " 5.00
Vegetable " of 45 " " 7.50
Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.
In Packets of six or more named varieties,
viz:—
CLOVE, PINKS, PANSIES, PHLOX,
HOLLYHOCKS, PORTULACA, VERBENA
and PETUNIA.

MIGNONETTE MACHEL
(The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,

Hongkong, 31st August, 1888.

BRITISH.

At Rose House, Cairn Road, Hongkong, on
the 15th September, Mrs. SCHOENEMANN, of a
daughter. [927]

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 18, 1888.

TELEGRAMS.

(Reuter.)

THE "NEPAUL."

LONDON, September 16th.

The P. & O. Co.'s steamship *Nepaul* has
been docked and the damage found to be
slight.

(From the *Courier d'Haiphong*.)

THE GOVERNOR-GENERAL OF FRENCH
INDO-CHINA.

PARIS, September 14th.

The President of the Cabinet Council has
informed M. Constans that Government is of
opinion that the question put by him on July
18th at the Chamber of Deputies with reference
to the Tonquinese game of 36 beads is of a nature
to require his resigning the functions of Governor-
General.

September 8th.

M. Richaud has been appointed Governor-
General of French Indo-China, and M. Rheinart
Resident-General in Annam and Tonquin.

RUSSIAN OFFICERS IN FRANCE.

September 6th.

The officers of the Russian army who landed
at St. Nazaire were received amidst enthusiastic
ovations.

LOCAL AND GENERAL.

THE Chefoo correspondent of the *Shanghai
Mercury* writes on the 14th inst.—"We have no
foreign men-of-war in port just now, but I hear
that several Russian men-of-war are expected
shortly. Mr. Ferguson, the Netherlands Minister,
will proceed shortly to Swatow, where he may
establish a Consulate. Dr. Henderson of this
port has been suffering from fever, but I am
glad to say, is improving; Dr. Douthwaite is
attending to his duties until he recovers. I hear
from Dr. Douthwaite that the foreign residents
of Chefoo have been more healthy this summer
than for years past."

THE raiwaymen of Hongkong have just paid
somewhere about a hundred dollars for the
privilege of swapping off a natural phenomenon
they owned. About sixteen or eighteen years
ago the Government invested in a big safe which
had previously been shipwrecked, and put it
where the police-inspectors could use its polished
brass knob as a mirror. It is now for sale,
owing to its highly developed bump of destruc-
tiveness. It was a good roomy safe, but after its
rescue from the briny deep it had a way of
acquiring all the dampness within a radius
of four miles and making any documents
deposited inside it look as though they had been
used to wrap up a quarter of a pound of salt
butter. So it had to go.

THE *Vladivostok*, the Russian newspaper
published at the port of that name, says:—"The
Ministry of Finance at St. Petersburg has con-
cluded a new contract with Mr. M. G. Sheveloff
of this port, shipowner, for 15 years, for steam
navigation between Russian ports, Japan, Korea,
and China, by which Mr. Sheveloff is bound
during next year to add a small steamer for
coasting work which will have to cover 12,000
miles, and the existing steamer *Dakka* must also
complete 25,000 miles. Within two years he
must supply a third large steamer and all three
must then cover the third and following years—
the small coaster 20,000 miles, the second
large, 15,000 miles in the Gulf of Tartary, and
the third, for navigation beyond the Russian
frontier, 28,000 miles. The contract expires in
1903, and the subsidy will be three roubles
for each mile covered."

THE news of the death in a San Francisco
hospital, from tumour of the stomach, of Mr.
Frederick Essex, a popular resident of this
colony a few years back and a leading light in
Shanghai as the Editor of the defunct *Cathay
Post*, will be received with regret by many
friends both here and at the Coast ports. Like
many more young men of warm impulses Mr.
Essex was his own worst enemy, and for the
sake of a mistaken idea foolishly sacrificed
prospects which at one time looked especially
promising. He possessed splendid abilities,
but lacked that steadfastness of purpose so
essential in order to secure success in these
practical days. And in some ways he doubtless
had reason to complain of the treatment he
received from a bitterly cold world. "An Old
Sportsman" who knew Mr. Essex well, promises
to write an "obituary" of his old friend, which
will appear to-morrow.

OUR Shanghai contemporaries report that the
Nepaul-Wannien-ching collision case is now
settled, the Governor of Formosa having agreed
to accept Tls. 10,000 in full satisfaction of his
claim, and the claims of those who lost their
effects when the transport was sunk.

THE Manila Government does not exactly do as
it is done by. As soon as alleged cholera was
reported here they enforced the quarantine
regulations at their ports with unnecessary rigour,
but now, when we hear that from forty to fifty
deaths a day are taking place there, from some
disease of a choleraic nature, they suppress all
mention of it, and ignore the possibility of the
infection spreading through their neglect. We
understand that a cattle-plague is prevalent in
the Spanish islands, and that the diseased
garrajes are eaten, causing many deaths after
an hour or two's illness.

THE next time the *Shanghai Courier* borrows
original matter from our columns—vide an
article on "The Lighting of the Gap Rock"
reproduced in our contemporary of the 14th
inst.—we would suggest that as a matter of
common honesty the proper acknowledgment
should be made. We have no objection to
ordinary paragraphs and general items of news
being utilised without reference to their original
source, but lengthy articles on special subjects
are quite another matter. We do not pretend
to say that any acknowledgment from the
Shanghai Courier would be of the least
practical value to our interests, but as a matter
of journalistic courtesy and etiquette we have
a right to expect the same consideration that we
invariably pay to our exchanges.

The monthly Criminal Sessions were opened
this morning, before the Hon. J. Russell, Acting
Chief Justice. About thirty Europeans attended
to "save" their fines, and everything was
apparently ready, when Mr. Francis set fire to
the train and in about five minutes it had fixed
out. The learned J.C. applied that a day
might be fixed for the hearing of the Hollywood
arson case, and Monday next was agreed upon.
Then the Chinaman who was charged
with stealing a watch and chain from the *Italian*
was put up, and had to be trotted back again
because the prosecutor had gone away in the
steamer. Three other prisoners were not indicted,
and the public-spirited thirty trooped away, the
solemnity being adjourned till Monday.

THOUGH neither music nor the drama would
ever appear to have attained to a very high
pitch of excellence as a fine art in China, yet the
two professions certainly exist in the "flowery
land" and doubtless have a history, if we only
know where to look for it, which reaches back
into the past for upwards of thousands of years.
A case came before Mr. Pollock at the Police Court
this morning in which three apprentice actors
and musical performers were disputing about
their personal property. The defendant, Li Ahin,
aged 20, was charged by a fellow apprentice with
stealing two coats of the value of \$4. The young
histrions lived with their teacher and master
in a private house, in East Street, in the district
of Tai-ping Shan, and yesterday afternoon at 5
o'clock complainant called the accused to "come
to his dinner," but instead of responding to such
a generally welcome request the defendant
packed up his box and left the house, intending
to return to his native place, which is some-
where about Canton. Complainant, suspecting
something wrong, mentioned his suspicions
to the other apprentice with the result that
they followed the budding Hamlet and saw
him go into a neighbouring pawn-shop, where
he endeavored to raise some filthy lucre on
plaintiff's two coats. Thereupon he was
given in charge to the police for theft. In his
defence to the Court Li Ahin said that some time
ago he lent his master \$3, and as that autocrat
would not pay it back he thought he would not
bother any longer with him, but just take it out
of the two coats which he believed belonged to
his debtor. Evidence was given to show that
there was no such debt and that it had never
existed. His Worship found the charge proved,
and defendant was sent up for two months, with
hard labour.

THE *Correio de Portugal*, a new colonial organ
published in Lisbon, commenced its journalistic
career by freely opening its columns to corres-
pondence from the colonies involving strong
recriminations and unjust personalities from
several public functionaries and military men
who are attached to the Colonial service abroad.
In its issue of August 6th, a most libellous
correspondence from Timor is offered by the
Correio to the public. Colonel Garcia, who was
sent from Macao by telegraphic orders received
from Lisbon to assume the acting governorship
of Timor after the assassination of the late
Governor Maia, is openly accused of misdeeds
which no officer would have ever thought of
committing. The missionaries of Dili are
taken to task and charged with protecting the
murders of the late lamented Governor.
Governor Costa's action in sending the supposed
murderers as prisoners to Macao without a
previous trial in a Court of Justice, is praised to
the sky as a wise political measure, and the
protests which have now and then appeared in
the Macao papers against the imprisonment of
these men in Monte Fio, unfriended and uncon-
victed, are attributed to party spirit and even
baser motives. The Macao correspondent of
the *Jornal das Colonias* is then dragged through
the gutter of vile abuse and insult, for the simple
reason that he had the courage to tell the truth
about all these affairs and to expose many an
administrative scandal which have taken place
in Macao and Timor. A perusal of the *Correio
de Portugal* confirms the opinion we have
several times expressed that absolute ignorance
of colonial matters prevails in all circles of the
Portuguese metropolis, and that the organs of
the press reflect this *tabula rasa* state of mind
of their readers and supporters to an alarming
degree of perfection. No other explanation can
be found for the vast amount of personal intrigue
and abuse which periodically disgraces the
columns of Lisbon colonial papers.

THE Lily Minstrels of the 58th Regiment will
give a miscellaneous concert at the Theatre
Royal, City Hall, on Saturday the 22nd inst.

MR. HENRY E. POLLOCK, barrister-at-law, took
his seat on the bench this morning for the first
time as acting police magistrate, vice Mr. T.
Sercombe Smith, who returns to the Registrar
General's department. Mr. Pollock introduced
what is a novelty in Hongkong, by appearing in
the orthodox gown and "dickie" of the legal
profession.

THE Macao news published to-day by our
morning contemporary relating to the unexpected
closing up of a Chinese Bank in the Holy City
is, *mirabile dictu*, thirteen days old! In our
issue of the 5th inst. we published particulars
of the smash up, as well as of the heavy loss
sustained by a Portuguese family from the
sudden collapse of the Po-On Bank; and now
the *Daily Press* trots out the moth-eaten news as
a piece of extraordinary information. Assuredly
Granny is every inch a grand old dame.

THE Hongkong Rifle Association's third-weekly
"Spoon" competition at 600 yards took place
at Kowloon on Saturday last, when Police-
constable J. Wyllie became the holder of one of
these coveted trophies with a score of 24 points,
beating fifteen opponents. The atmospheric
conditions were not favorable to good marksmanship,
but notwithstanding this drawback the shooting
all round was exceedingly poor; and strongly
suggests the necessity for further practice.
At this range Mr. Woodin was the actually top
scorer with 25 points, but his penalty of 3 for
a previous win put him out of court. Mr. H.
Twiford, Sergt. Fowler, and Constables W.
Robertson and McNab of the Police scored 23
each, the total of the last-named including an
allowance of two points for using a carbine. The
other marksmen performed much below their
best form.

WE have often wondered why in a climate
where rainy weather is so prevalent, there
should be standing orders forbidding the use of
matcheds or other similar covering over premises
in course of construction. The reason alleged
for the prohibition is the prevention of fires;
yet fires do occur, and invariably in tenanted
houses. We really cannot see that four bare
walls without a roof, but protected by a water-
tight matched, is at all likely to give rise to a
conflagration. The matcheds may accidentally
take fire, but even then it would rarely injure
the building in course of construction over
which it has been fixed. On the other hand,
the advantages derived from appropriate covers
created over such buildings, are incalculable.
What with rains and dampness, the walls of a
house that is being reared, undergo through
their exposure a thorough process of soaking,
and it will be months after the house has been
completed before it can be safely tenanted.
In many cases a radical dampness remains at-
tached to the premises which neither artificial nor
the dry season will remove. There are many
incombustible materials that could be safely
employed as rain protectors over houses in
course of construction, that we fail to see the
reason why architects and house-owners have
not had recourse to them in order to ensure both
the safety and the comfort of their buildings.

THE best thing some of the London conservative
journals can find just now to say about Lord
Beaconsfield is that the Suez Canal shares which
he or his Ministry purchased from the ex-Khedive
for the sum of four millions sterling are now
allowed to have a market value of more than
nine millions. They further add that in another
ten years, so fast is the value of that extensive
property increasing, the same shares may
readily be sold at fifteen or twenty millions. Such
may possibly be the case, although we should be
inclined to take the statement—the twenty
million part of it—with a bucket or two of salt;
and for this reason. When the shares were
bought the Canal had not begun to pay, and it
was only when the traffic increased to such
proportions as it assumed about eight years ago
that the value of "Canals" went up with such
a "boom" to the high premium they have
since maintained. The Suez Canal cannot pay
without ships, which are already a drug in the
market, and which many of them—if their owners
could manage it—would quickly be turned
into gold coin at this moment. It was the
great "boom" in the shipping trade which
caused the corresponding rise in "Canals."
However, if this is all the praise Lord Beacon-
field's devotees can now bestow on the man
who should never have been anything higher
than England's Minister for Foreign Affairs;
who was so unhappy as to depart this life with-
out a single relation, near his bed whose whole
latter days were spent in scratching the backs of
titled persons, and who could bend so low as
to run after a mere suckling of no particular
promise like the Duke of Portland and other
"young lords," his literary swash-bucklers
had better hold their peace. Disraeli was un-
doubtedly a clever politician,—his worst friends
must admit that—but a generation is coming
that will unanimously refuse to believe that he
was a great statesman; he was highly gifted
in some qualities but was endowed with an
ambition that was unhealthy and with
principles which were unsound. He failed
to perceive the approaching flood of democracy,
or if he saw it made but a vain and feeble effort
to keep it back, and thus threw the country into
alarm as it worked, and as a section is still
working, in the vain fashion of Mrs. Partington
and her broom. He, a professed Radical at
one time, became the champion of Imperialism
and landlordism against the growing power and
intelligence of the sovereign people—in too many
cases of a starving people. Not only in Ireland
but throughout the whole Kingdom the condition
of the agricultural masses was and is such as to
demand the guiding and sympathetic assistance
of a statesman who neither despises the common
people nor loves too much the approbation of
their masters. The end and object of all govern-
ment is to make the nation happy and pros-
perous. It is to make the nation healthy and strong,
and to endow it with health and strength. Disraeli
never understood this, or if he did he ignored it
throughout his whole pinchbeck career. He
will live in history as the juggling showman who
created the Empire of India.

THE Portuguese transport *India*, Capt. Gusman,
arrived here yesterday from Macao, and after
taking coals and provisions, will return to the
Holy City to receive her previous contingent of
time-expired men for Lisbon, and the African
detachment for Timor.

THE *Courier d'Haiphong* reports a successful
attack on the 3rd inst. by the militiamen of
Haiduong against a band of pirates who were
located in the neighbourhood. After a sharp
engagement the enemy was routed, leaving a few
dead, fifty-nine prisoners, fifteen men who were
caught fighting and were summarily shot, and a
quantity of arms and ammunition.

THUS the *Shanghai Courier*—Our attention
has been directed to certain statements made in
local newspapers respecting the loss of the
German steamer *Deutschland* on the coast of
Corea. From the most trustworthy sources we
are informed that the vessel ran ashore in a
thick fog, and as soon as the disaster was known
in Chemulpo the German Consul at once pro-
ceeded to the spot and held a preliminary
enquiry. By German law the Naval Court has
to be convened in Germany; and in due course
the enquiry will be held in Hamburg. Till this
enquiry is held statements respecting the loss of
the vessel should be made and received with
caution, and we are informed that what has
appeared in print on the subject is the vapour of
a vindictive imagination prompted by personal
and business jealousy.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. J. Leach, Acting Puisne
Judge.)

Yah Chang Po and another, trading as the
Bun Hin Chan Hong, Bonham Strand, sued
Capt. Talbot, of the steamship *Zafiro*, for \$810,
value of 410 bags of sugar. Mr. Dennis
appeared for the plaintiff, and Mr. Wilson for
the defendant. The evidence for the plaintiff
was to the effect that the sugar was shipped
from Manila to the steamer arriving here during
the time of the coolie-strike. Freight was duly
paid, but the sugar was not delivered to the
consignees' agents, Messrs. Russell & Co. For
defence the third mate, Mr. Reed, deposed
that the bags were delivered in good condition
to the godown. Capt. Graham, the wharfinger
at Kowloon, said that he did not see how the
sugar could have been delivered to the wrong
parties, as the Godown coolies did not strike
work.—Judgment was reserved.

ANOTHER ESCAPE OF CONVICTS.

DEATH OF ONE OF THE OFFICERS.

Another successful attempt at escape on the
part of the convict chain gang was made this
afternoon at Kennedy Town, West Point, where
a gang of 76 men has been employed for some
months past in the construction of the new
Police Station.—So far as we have been able
to ascertain, the facts are briefly as follows:
At about half past three o'clock a dozen of
the convicts succeeded in getting the irons off
their legs, and at once made a rush for
the junk that was lying at the pier, almost
opposite the new structure. The gang was in
charge of eight European officers and four Indian
guards, all of whom were armed. The twelve
men, nevertheless, succeeded in getting clear
away. One of the officers, a Goa Portuguese
named Pereira, followed them into the junk with
his revolver in his hand, but was knocked on
the head, fell overboard, and was seen no more.
Up to the present nothing is known as to
where the junk went to, but she was last
seen sailing away in the direction of Canton with
one of the Aberdeen ferry launches in close
pursuit. It is supposed that one of the police
officers was on board the ferry boat.

HONGKONG ST. ANDREWS'
SOCIETY.

The members of this Society held their Annual
Meeting last evening in the City Hall, a good
number being present. The Hon. P. Kyrie, pre-
sident, who occupied the chair, in presenting the
Committee's statement of accounts, congratulated
them upon the continuance of the Society's
progress. Both their membership and funds
had increased during the past year, and they
had been enabled to substantially assist several
countrymen. He moved the adoption of the
report. Mr. Lyall seconded, and it was agreed
to.—The following officers were then elected for
the ensuing year:—Hon. P. Kyrie, president;
Hon. Bell-Irving, vice-president; A. B. Stephen,
hon. sec. (owing to the approaching departure
of Mr. H. D. Mackintosh); F. E. Nichol,
hon. treasurer; Messrs. D. Gillies, A. McClymont,
J. H. Stewart, Lockhart, W. Ross, and J. S.
Legge, Committee.—Mr. Forbes suggested that
a message of condolence be sent to the families
of the three members who had died during the
year—Dr. Young, Mr. A. Falconer, and Mr. M.
Falconer, and that a record of their lamented
decease be entered upon the minutes. Mr. Lyall
seconded, and the sympathetic tribute was
silently accorded.—Passing from grave to gay
as Mr. Legge said, the form which the celebra-
tion should take this year was next con-
sidered. Mr. Legge proposed that a ball be
given.—Mr. Rogers seconded.—Mr. Andrews
proposed that it be a "Waverley" ball—that
was to say a costume-ball where everyone would
appear as one of the characters in Scott's
novels. (He knew he would make a fine Rob
Roy.) He had seen one in Shanghai, which was
most successful. As to expense, it need only be a
report.—Mr. Legge pointed out that all the
dress-makers in the Colony could not finish the
costumes in time, as there would be nearly a
thousand guests, over a quarter of whom would
be ladies, and those who could not get them
would be jealous of those who did. Mr. Lyall
seconded the amendment, but it only found five
supporters, and the original proposition was
carried. A vote of thanks was accorded to the
late hon. secretary, Mr. Mackintosh, for his past
services. (Note.—The 30th November falls on a
Friday.)

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

AN EXAMINATION GRIEVANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—Will you kindly permit me to ventilate
the following grievance, as much for the benefit
of the fraternity to which I belong as for my
own satisfaction? I am an officer in a line of
steamers well known on the coast of China, and
a week or two ago I came down here—from a
northern port—at much trouble and expense to
attend an examination of Chief Mate, First
about fifteen months ago I presented myself at
the Harbour Master's Office here in Hongkong

for the same purpose and was then and there
informed that owing to "River service" on the
Yangtze I was not eligible and that the twelve
months immediately preceding such examina-
tion must be spent in a sea-going vessel. I had
quite enough of sea time otherwise. However,
I made the best of my misfortunes and started
out to look for a sea-going ship, in which I
succeeded in putting in part of the time, prior
to the vessel being sold. I was then fortunate
in getting into another—a steamer like the first,
and finally in the two ships completed one year
and twenty-four days. Having been anxiously
looking forward to the completion of this time I
applied for leave to proceed to Hongkong for the
exam. As soon as the above period was up,
I obtained leave from my employers—who put
themselves to much trouble and no little
expense in giving me a free passage—and
on going up to the Harbour Office here I
was informed by Captain Rumsey, that the
twelve months as expressed in the Merchant
Shipping Act must be put in wholly in one
employ, or as he terms it "consecutive," and no
explanations on my part have, so far, induced
him to put another construction on the Act.
Section 7, which applies to my case, distinctly
says:—"Applicants will be required to produce
in addition to the usual forms of discharge,
satisfactory testimonials as to sobriety, experi-
ence, ability, and general good conduct for at
least 12 months immediately preceding the
date of application to be examined." If there is
really any new rule in regard to this time having
to be in one employ, it is surely a very arbitrary
one, as well as an absurd interference with
matters which must often be beyond the control
of the applicant, and thus if during the next
twelve months, which I suppose I shall have to
put in on board a sea-going ship, that ship
happens to be wrecked in the course of the six
months and I am at once transferred to another,
the time would again be uselessly served.
Altogether I have had nearly five years experi-
ence as 2nd mate in sea-going ships, as well
as the last one year and twenty-four days, and
yet the Examiner here, Capt. Rumsey, R.N.,
tells me that he must work according to the
wording of the Act.

In this distant port where there is so much
shipping trade, and where a certificate obtained
in Hongkong is good for all parts of the British
Empire, it is surely competent for the Examiner,
or for a Board of Examiners, to use his or their
own discretion in such a case as mine—with so
much previous service,—but I regret to say that
I have found the Harbour Master in anything
but an accommodating spirit. I believe it is
a fact that at the head-quarters in London such
trifles are overlooked in favour of the applicant
if he have the satisfactory papers, which I am
able to produce. Should you, Sir, be able to find
space for these lines in the columns of your
widely read paper it may possibly prevent many
people on the coast of China suffering the same
loss of money, time, and temper as

Your obedient servant,

YANG-TSZE-KIANG.

Hongkong, September 18th, 1888.

[We publish our correspondent's letter with
pleasure, as we consider that he has an
undoubted grievance. There is nothing either
in the "Merchants Shipping Act" or in the
local "Rules for examination of Masters,
Mates, and Engineers in the Merchant
Marine" made by the Governor in Council
under the provisions of sub-section 15 of
section 15 of *Ordinance No. 8 of 1879*, to justify
the conclusion alleged to have been arrived
at by the Harbour Master. If "Yang-tze-
kiang" has put in the necessary time at sea,
as provided by the Act, he is fully entitled to
go up for his examination. There is no pro-
vision that the requisite twelve months must
have been either "consecutive," or in the
same ship or employ.—Ed., H.K. Telegraph.]

LATE TELEGRAMS.

—LONDON, August 20th.

A letter has appeared from Sir George
Campbell in which he advocates our adopting
a strictly defensive attitude in Sikkim, instead
of incurring war with Tibet or troubles with
China.

—TEHRAN, August 20th.

The Yomood Turcomans who had revolted in
the Province of Astrabad have retired, and order
has been restored. The Governor of Astrabad
has formed an entrenched camp in the disturbed
district.

—NATAL, August 20th.

The Portuguese troops stationed at Lourenco
Marquez have mutinied, and a force of marines
has been landed to quell the disturbance. The
mutineers are stubborn, and a fight is expected.
The British Consul has ordered the presence of
a man-of-war for the protection of the British
subjects.

—August 31st.

Order has been restored at Lourenco Marquez
without bloodshed. The man-of-war ordered
there by the British Consul has been stopped.
General Smyth and staff are returning to
Durban from Zululand.

—ST. PETERSBURG, 31st August.

The expedition to Central Asia under Colonel
Prievalsky has started.

—LONDON, 31st August.

Sir Charles Tupper has been created a Baronet.
Sir Lionel Sackville West has been appointed
Grand Cross of Saint Michael and Saint George,
and minor honors have been conferred on others
concerned in the negotiations connected with the
Fisheries Treaty.

The Sugar Bounties Convention has been
signed by all the Powers represented at the Con-
ference with the exception of Brazil, Denmark,
France, and Sweden, who reserve their signa-
tures until all the producing countries have
signed. The Convention comes into force in
September 1891, and will last for ten years.

—PARIS, September 1st.

M. Floquet and M. Krantz, Minister of Marine,
attended the French naval manoeuvres, which
have just terminated. Speaking at a luncheon
given to-day by M. Krantz, said that the manoeuvres
were not intended to be warlike demonstrations,
but had fully proved that the French navy was
ready for action at any moment. The fleet will
disperse on Monday.

—WELLINGTON, September 1st.
Five severe shocks of earthquake were ex-
perienced throughout New Zealand to-day. The
principal damage was done at Christchurch,
where the spire of the cathedral was destroyed.

—LONDON, September 2nd.
Sir John Saville Lumley, British Ambassador
at Rome, has been raised to the peerage.

—VIENNA, September 4th.
The Emperor Francis Joseph proceeds to-day
to Gmundon on a visit to the Taurins.

—NOTES FROM CHINESE PAPERS.
Weathermen are good at scientific inventions.
One of the latest is a method of repelling mosquitoes.
A little lamp is placed in a metal
pan under which a gentle fire is lighted, and the
fumes rising soon make the house clear of mos-
quitoes, who do not venture to return for a long
time, so much do they, like all insects, hate the
odour of camphor.

From North Formosa we hear that on 25th
August, railway trains commenced running
between Tientsin and Sialing. The Managing
Director is Tsoai Tsi-tai. The trains

running at great speed, and the district being
thickly populated, the Tamsui Magistrate issued
a preliminary proclamation warning people to
keep out of the way of the trains if they valued
their lives.

The sailing craft of foreign build plying between
Hankow and Shanghai all anchor at Hankow
between Taing-chuan Low and Nan-ang Tsui.
On 25th August one was just getting up anchor
when a government ferry-boat crowded with
passengers ran full sail into her. Six sailors
from the foreign-built boat fell into the water
and three were drowned. The men in charge
of the colliding boat have been sent to the Hanyang
Magistrate for trial.

At Ki-chow, Shun-tien Fu (the Peking Pre-
fecture), a *pa-jung* (military officer) has com-
mitted suicide in the Magistrate's Yamen by eating
opium under the following curious circumstances.
He was very fond of gambling and of gambling-
houses, and some gambling-shop keepers,
cronies of his being arrested, he sent a man
with his card to ask for grace for them. The
Magistrate very properly would not consent to
this, and as he was engaged in trying them for
their offence, he rushed the officer with some
soldiers, forcibly released the gamblers, and
smashed up the judicial table at which the
official was sitting. The Magistrate wrote
to General Ma Lan-chun, and the General
cashed his subordinate who, in his shame and
grief, and fear for the future, sought death as a
refuge from the position his love of gambling
had brought him into. The Magistrate reported
the case to the Governor of the Imperial Pre-
fecture (Fu-yin) who commenced by removing
the Magistrate, in his turn, from his post, and
deputed the Tung-Yung Tao-tai, Hsu, to send him
a full report of the circumstances of this
curious tragedy.

THE UNITED STATES NAVY.

In a recent issue we published an extract from
the San Francisco *Chronicle* in which that
enterprising exponent of public opinion on the
Pacific Coast expresses its ideas on the "hope-
less condition" of the British Navy, and while
asking if the ships of that navy belong to a
nation which claims to rule the waves, believes
in the event of a general European war that the
Lords of the Admiralty would have to run for
it in order to escape public execration. It is quite
probable that "my lords," in the face of a great
naval disaster, might have to cut and run, but
with the much more important object of saving
their necks rather than their pride; and while
feeling not indisposed to join hands with our
American contemporary in showing up to our
own countrymen the very dilatory movements
of British naval administrators, together
with the feeble attempts at efficiency made
by our Board of Admiralty, we would not
supplying the country with reliable news, we
might be permitted to suggest that the writers
for American newspapers would now and again
examine the beams in their own eyes, and not
be over-actively engaged in pointing out the
motes in those of their neighbours. The people
of "the old country" are quite capable of
finding out their own faults, and not unnaturally
do not take kindly at others assisting them
in self disparagement, and particularly the
Americans in anything which points at steam
shipping, because, as all the world knows, the
United States does not possess a single ocean
going steamer "worth a cent." In merchant
ships they have nothing to compare with our
own long-legged greyhounds in the world,
and frigates they are simply nowhere. Yet
while the British are always ready to cry out
about any defects of their Army and Navy, how

Intimations
